

## Shadow Series CD, G-MZBN

<b>AAIB Bulletin No: 12/2003</b>	<b>Ref: EW/G2003/09/16</b>	<b>Category: 1.4</b>
<b>Aircraft Type and Registration:</b>	Shadow Series CD, G-MZBN	
<b>No &amp; Type of Engines:</b>	1 Rotax 503-2V piston engine	
<b>Year of Manufacture:</b>	1987	
<b>Date &amp; Time (UTC):</b>	16 September 2003 at 0930 hrs	
<b>Location:</b>	Redhill Aerodrome, Surrey	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Significant damage to wing and canopy of aircraft	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	53 years	
<b>Commander's Flying Experience:</b>	145 hours (all on type)	
	Last 90 days - 1 hour	
	Last 28 days - 1 hour	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was taxiing along taxiway 'Charlie' at Redhill when the pilot noticed ahead of him a fire engine and car parked immediately adjacent to the taxiway. He moved the aircraft to the right side of the taxiway but, as it approach the vehicles, the left wing hit the radio aerial of the car and impacted the windscreen of the fire engine. This spun the aircraft to the left causing the nose to hit the fire engine halfway along its left side. The pilot was subsequently able to vacate the aircraft through its shattered canopy. The fire engine, which was from the local county Fire and Rescue Service and not associated with the Airfield Fire Service, was carrying out a regular rescue exercise on the airfield.

A letter of agreement between the airfield and the Fire and Rescue Service now restricts their vehicles from parking closer than 10 metres from the edge of any taxiway. If however, it becomes necessary to park vehicles closer than this minimum distance from a taxiway, ATC are now required to warn each aircraft on the taxiway of the reduced clearance.